

Chapter 3:

Lymington Bridge (East Side) to Park Lane/Thorns Beach

England Coast Path: Highcliffe to Calshot - Natural England's Proposals

Part 3.1: Introduction

Start Point:	Lymington Bridge (East) (grid reference: 432870, 96136)
End Point:	Park Lane/Thorns Beach (grid reference:439967,97693)
Relevant Maps:	3a to 3f

Understanding the proposals and accompanying maps:

The Trail:

- 3.1.1 Follows existing walked routes, including public rights of way, along part of this length including the Solent Way.
- 3.1.2 Includes 16 sections of new path, at sections HCS-3-S024 to HCS-3-S032 and HCS-3-S034 to HCS-3-S040. See maps 3c, 3d, 3e and 3f and associated tables below for details.
- 3.1.3 In some areas (sections HCS-3-S006 to HCS-3-S019 and HCS-3-S040) a significant inland diversion is necessary to take the trail away from areas of nature conservation interest and avoid unsuitable saltmarsh and flats, excepted land and narrow dangerous roads.
- 3.1.4 Follows a heavily used permissive path through parkland (HCS-3-S021). Although parkland is a category of excepted land under Schedule 1 to the Countryside and Rights of Way Act 2000 and therefore CROW rights will not apply along it, this proposed alignment is compliant with the Coastal Access Duty at section 296 of the Marine and Coastal Access Act 2009 because the permissive path is provided under a conditional exemption agreement made under the inheritance tax legislation. The route is therefore "excepted land in England which is accessible to the public by virtue of any enactment" for the purposes of s296(5)(c).

Protection of sensitive features:

- 3.1.5 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Solent Maritime Special Area of Conservation (SAC)

- Solent and Southampton Water Special Protection Area (SPA)
- Solent and Dorset Coasts (pSPA)
- Solent and Southampton Water Ramsar site
- Hurst Castle and Lymington River Site of Special Scientific Interest (SSSI)
- North Solent (SSSI)
- The New Forest (SSSI)
- Sowley Pond (SSSI)

We have assessed the potential impacts of our proposals along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

3.1.6 With input from specialists we have considered each of the sites involved and the relevant designations and concluded that for this section of the coast our proposals are compatible with the conservation objectives for the sites concerned.

In reaching this conclusion we have taken into account the following mitigation measures:

Location	Risk	Mitigation
Pitts Deep: Tanners Lane to Browns Lane	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds feeding on the foreshore or roosting on shingle banks (SPA). ■ Increased disturbance to non-breeding waterbirds using arable fields landwards of the proposed route (occasionally used SPA supporting habitat). ■ Increased disturbance in areas that provide suitable habitat for nesting shorebirds (SSSI). ■ Excessive trampling of the narrow strip of strandline vegetation (SAC). 	<ul style="list-style-type: none"> ■ The trail will be aligned away from sensitive areas, landwards of the shoreline bank. The route will be clearly waymarked and where it passes closest to the shore, along the top of the bank, we propose to enhance the existing physical barrier of scrubby vegetation seawards of the path. ■ A new viewing and interpretation area will be installed midway between Tanners Lane and Browns Lane, to provide a focal point for walkers away from more sensitive areas. ■ Walkers will be separated from the fields landward of the trail by existing fences. Where necessary, low screening will be added so that dogs on the path are not visible to birds in the field. ■ Use of the trail will be restricted by direction on nature conservation grounds such that dogs will be required to be kept on a lead at all times. Notices will be installed onsite to indicate where this restriction applies. ■ Much of the foreshore is unsuitable for walking and access will be excluded by direction. An additional direction will be made on nature conservation grounds to exclude access to an area of shingle banks.

Location	Risk	Mitigation
Sowley Marsh and Shoreline	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds using the Sowley marshes area (SPA). ■ Increased disturbance along the shore in areas that provide suitable habitat for ground nesting birds (SSSI). ■ Excessive trampling of vegetation growing on a shingle spit (SAC). 	<ul style="list-style-type: none"> ■ Our proposed alignment for the trail avoids Sowley Marsh, and makes use of existing hedges to provide a physical barrier and screening between walkers using the trail and birds on the marsh. ■ The foreshore is unsuitable for walking and access will be excluded by direction. An additional direction will be made on nature conservation grounds to exclude access to a shingle spit and area of coastal grassland at the seawards end of Sowley Marsh. ■ Signage will be installed where the path joins Browns Lane to clarify the route of the trail and that there is no access to the shore at this location.
Sowley Fields	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds using the shoreline and marshes (SPA). 	<ul style="list-style-type: none"> ■ An inland route for the Coast Path avoids the most sensitive areas. ■ A new cross field path will be established at Sowley Fields. These fields are not recorded as being used by non-breeding waterbirds and are unlikely to be suitable, due to their being small and enclosed, close to residential properties and used for shooting.
Thorns Marsh	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds using the shoreline and marshes (SPA). ■ Increased disturbance close to the shore in areas that provide suitable habitat for ground nesting birds (SSSI). ■ Excessive trampling of vegetation growing on a shingle spit (SAC). 	<ul style="list-style-type: none"> ■ Our proposed inland alignment for the trail avoids Thorns Marsh, and walkers will be separated from sensitive areas by existing hedges and fences.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

See part 6b of the Overview - 'Protection of sensitive features'- for a description of our overall approach and a summary of our conclusions.

Accessibility:

3.1.7 There are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths and lanes wherever these meet the criteria in the Coastal Access Scheme.

However, there are places where it may not be entirely suitable for people with reduced mobility because:

- The trail would follow an uneven grass or bare soil path through fields
- The trail would follow an undulating woodland walk with sleeper bridges over ditches, muddy/wet channels, shoreline scrub and an existing footbridge between Shotts Lane and Tanners Lane
- The trail would follow in part an undulating woodland walk and shoreline bank at Pitts Deep and Browns Lane

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising our discretion:

The discretions referred to below are explained in more detail in part 5 of the Overview.

3.1.8 Estuary: This report proposes that the trail should include a route around part of the estuary of the Lymington river, extending from the open coast as far as Lymington Bridge, which is the first public foot crossing point over the Lymington River

See part 5 of the Overview. The trail covered by this chapter includes part of this estuary route.

3.1.9 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 3.2.1 below.

3.1.10 At section HCS-3-S023 we have used this discretion to propose limiting the landward extent of the coastal margin to the white line 'Give Way' markings at the junction of Tanners Lane and Sowley Lane. This would have the effect of reducing the amount of coastal margin that would otherwise have applied by default by virtue of it already being urban common and therefore section 15 land. This option provides the most clarity because:

- The road junction provides a clearly identifiable boundary for users of coastal access rights.
- There is no other clear boundary feature anywhere else on Tanners Lane that could mark the boundary of the coastal margin.
- Without limiting the extent of the landward boundary, approximately 26,500ha of landward coastal margin would have been created within the New Forest National Park, the majority of which would not have been close to the open coast or the estuary. No new access rights would have applied over any of this area of default margin because the existing section 15 rights will continue to apply over the whole area, whether it falls in the margin or not.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for an explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity. See also Annex C of the Overview - 'Excepted land categories'.

3.1.11 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast. For details of these directions, see 3.3.13 in the Formal Proposals Section of this report and Part 10 of the Overview.

3.1.12 Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 10 of the Overview - 'Restrictions and exclusions' - for details.

3.1.13 Other factors affecting access: At route sections HCS -3-S025 to HCS-3-S029 and HCS-3-S036 to HCS-3-S037, public access may be interrupted from time to time for short periods to allow shooting and wildfowling. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

Establishment and ongoing management of the trail

- 3.1.14 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 7 the Overview.
- Fencing, sleeper bridges, surface establishment at various places between sections HCS-3-S021 and HCS-3-S022
 - Screening and grass/brush cutting between sections HCS-3-S024 and HCS-3-S029
 - A viewpoint, suitable screen and wooden platform at Pitts Deep midway of section HCS-3-S025 to enable walkers to have views of the shoreline and wider vista over the Solent towards the Isle of Wight
 - Signage and interpretation panels at various locations between sections HCS-3-S024 and HCS-3-S032
 - Some additional hedgerow/bush placement and 80cm high fence screening between sections HCS-3-S024 and HCS-3-S029
- 3.1.15 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 8 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

See parts 7 - 'Physical establishment of the trail' and 8 - 'Maintenance of the trail' of the Overview for more information.

Future Change:

- 3.1.16 Part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'future changes' set out in part 9 of the Overview. See table 3.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 3.1.17 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 6e - 'Coastal processes' and 9 - 'Future changes' of the Overview for more information.

Part 3.2: Commentary on Maps

See Part 3 of Overview for guidance on reading and understanding the tables below

3.2.1 Section Details – Maps 3a to 3f: Lyminster Bridge (east) to Park Lane

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 3.2.2: Other options considered.

Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Column 5 – ‘Yes – see table 3.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

Column 6a - certain specific coastal land types are included automatically in the coastal margin where they fall landward of the trail, or connect indirectly with it by touching another part of the coastal margin that itself touches the foreshore at some point.

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
3a	HCS-3-S001* to HCS-3-S004*	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	HCS-3-S005*	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-3-S006*	Public footpath	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	HCS-3-S007*	Public footpath	Gravel	No	No	Hedgerow	Clarity and cohesion	None
	HCS-3-S008*	Public highway	Tarmac	No	No	Road	Clarity and cohesion	None
	HCS-3-S009*	Public footpath	Gravel	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-3-S010*	Public footpath	Bare soil: Compacted	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-3-S011*	Public footpath	Bare soil: Compacted	No	No	Various	Clarity and cohesion	Margin
	HCS-3-S012*	Public footpath	Grass	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-3-S013 and HCS-3-S014*	Public footpath	Bare soil: Compacted	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-3-S015*	Public highway	Tarmac	No	No	Road	Clarity and cohesion	Margin
	HCS-3-S016*	Public footpath	Gravel	No	No	Hedgerow	Clarity and cohesion	Margin
3b	HCS-3-S017*	Public highway	Tarmac	Yes - Complex	No	Road	Clarity and cohesion	Margin
	HCS-3-S018*	Public footpath	Gravel	Yes - Complex	No	Hedgerow	Clarity and cohesion	Margin
	HCS-3-S019*	Public footpath	Bare soil: Compacted	Yes - Complex	No	Hedgerow	Clarity and cohesion	Margin
	HCS-3-S020*	Other existing walked route	Grass	Yes -Complex	No	Landward edge of trail (2m)	Not used	Margin

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
3c	HCS-3-S021*	Other existing walked route	Bare soil: Compacted	Yes - Complex	No	Fence line	Clarity and cohesion	Margin
	HCS-3-S022*	Other existing walked route	Shingle	Yes - Complex	No	Fence line	Clarity and cohesion	Margin
	HCS-3-S023	Public highway	Tarmac	Yes - Complex	Yes – section 15 land	Road junction	Clarity and cohesion	Margin
	HCS-3-S024	Not an existing walked route	Bare soil: Ploughed	Yes - Normal	No	fence	Clarity and cohesion	Margin and Trail
3d	HCS-3-S025*	Not an existing walked route	Bare soil: Compacted	Yes - Normal	No	Landward edge of trail (2m)	Not used	Margin and Trail
	HCS-3-S026*	Not an existing walked route	Gravel	No	No	Tree line	Clarity and cohesion	Margin and Trail
	HCS-3-S027*	Not an existing walked route	Bare soil: Compacted	No	No	Tree line	Clarity and cohesion	Margin and Trail
	HCS-3-S028*	Not an existing walked route	Grass	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-3-S029*	Not an existing walked route	Grass	Yes - Normal	No	Landward edge of trail (2m)	Clarity and cohesion	Margin
	HCS-3-S030	Not an existing walked route	Bare soil: Ploughed	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-3-S031	Not an existing walked route	Grass	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-3-S032	Not an existing walked route	Gravel	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-3-S033	Public highway	Tarmac	No	No	Various	Clarity and cohesion	Margin
	HCS-3-S034 and HCS-3-S035*	Not an existing walked route	Grass	No	No	Landward edge of trail (2m)	Not used	Margin
3e	HCS-3-S036*	Not an existing walked route	Bare soil: Ploughed	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-3-S037*	Not an existing walked route	Bare soil: Ploughed	No	No	Landward edge of trail (2m)	Not used	Margin
3.e and 3.f	HCS-3-S038, HCS-3-S039 and HCS-3-S040*	Not an existing walked route	Gravel	No	No	Hedgerow	Clarity and cohesion	Margin
3.f	HCS-3-S041	Not an existing walked route	Grass	No	No	Fence line	Clarity and cohesion	Margin

3.2.2 Other options considered: Map(s) 3.a to 3.f: Lymington Bridge (east) to Park Lane

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3a and 3b	HCS-3-S008 to HCS-3-S019	<ul style="list-style-type: none"> We considered aligning the trail along the shoreline between Lymington Ferry Terminal and the southern extent of Shotts Lane 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme We concluded that alignment here over mudflats and saltmarsh would be unsuitable and dangerous to visitors unfamiliar with the area
3a and 3b	HCS-3-S001 to HCS-3-S017	<ul style="list-style-type: none"> We considered aligning the trail along Lisle Court Road 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme Lisle court Road is narrow and has bends with little or no sight lines and would be hazardous to walkers unfamiliar with the area Although the proposed route lies further from the coast than this option, we concluded that due to its higher elevation, this route provides better views of the coast whereas the option considered did not.
3b and 3c	HCS-3-S017 to HCS-3-S022	<ul style="list-style-type: none"> We considered aligning the trail along the existing public right of way (also the Solent Way) inland through the northern extent of Pylewell Estate Park and Garden 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme The public right of way will still be available for use The existing permissive path is a very popular route that affords better views and is in closer proximity to the sea
3d	HCS-3-S025 to HCS-3-S029	<ul style="list-style-type: none"> We considered aligning the trail along the shoreline at Pitts Deep. 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> It is available at all states of the tide The walking surface is more pleasant to walk along It has less impact on privacy than passing in front of the properties It is routed landward of the shoreline within the treeline of Pitts Deep Copse. This will protect against adverse impacts from walkers on waders feeding on the intertidal We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
3d	HCS-3-S028 and HCS-3-S029	<ul style="list-style-type: none"> We considered aligning the trail parallel with Browns Lane along a field boundary next to Browns Lane Wood 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> Browns Lane is a convenient track to reach Sowley Lane The proposed route is closer to the sea and enjoys good sea views The field route was not supported by the land owner in terms of managing the shoot and would remove part of a section of the trail which provides a good recreational experience and is nearer to the coast We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3d and 3e	HCS-3-S035 to HCS-3-S037	<ul style="list-style-type: none"> We considered aligning the trail along Sandpit Lane to Thorns Lane. 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> The proposed route provides better views of the sea as Sandpit Lane is narrow with high bushes and trees restricting sea views The proposed route is more sensitive to the privacy of nearby landowners and is generally supported by them We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
Maps 3d and 3e	HCS-3-S035 to HCS-3-S037	<ul style="list-style-type: none"> We considered aligning the trail on the northern boundaries of fields adjacent to Whitehouse Copse 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> It avoids disruption to a local shooting operation and avoids disturbance to the quarry associated with it. The proposed route provides better views of the sea We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
3e and 3f	HCS-3-S038 to HCS-3-S040	<ul style="list-style-type: none"> We considered aligning the trail further inland between Thorns Lane and Park lane (Rye Errish Copse inland route) 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme It uses an existing track suitable and convenient for walkers It provides some limited views of the sea that wouldn't be available from further inland The proposed route is in closer proximity to the coast

3.2.3 Roll-back implementation – more complex situations: Map(s) 3.b and 3.c: Shotts Lane to Tanners Lane

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
3.b and 3.c	HCS-3-S017 to HCS-3-S023	These sections that could be affected include some that pass over the current Pylewell permissive footpath see para 3.1.4 above	If the permissive footpath through the excepted land in question is no longer viable, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the estate on a realigned permissive footpath, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

Part 3.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 3.a to 3.f.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Lymington Bridge (East) to Park Lane/Thorns Beach

Discretion to include an estuary

- 3.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the Lymington River as far as Lymington Bridge (East) as indicated by the extent of the trail shown on map 3f. See also map A2 in the Overview.

Proposed route of the trail

- 3.3.2 In relation to route sections HCS-3-S001 to HCS-3-S022, HCS-3-S026 to HCS-3-S028 and HCS-3-S030 to HCS-3-S041 the route is to be at the centre of the line shown on maps 3a to 3f as the proposed route of the trail.
- 3.3.3 In relation to route sections HCS-3-S023 to HCS-3-S025 and HCS-3-S029, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 3c and 3d as the proposed route of the trail.
- 3.3.4 If at any time any part of a route section listed in the previous paragraph needs, in Natural England's view, to change
- as a result of coastal erosion or other geomorphological processes or encroachment by the sea
 - in order to link with other parts of the route that need to roll back in direct response to such changes

In order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Future Changes' in part 9 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

Landward boundary of coastal margin

- 3.3.5 Adjacent to route section numbers, HCS-3-S001 to HCS-3-S004 and HCS-3-S006 the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3a.
- 3.3.6 Adjacent to route section numbers, HCS-3-S021, HCS-3-S022, HCS-3-S024 and HCS-3-S041 the landward boundary of the coastal margin is to coincide with the fence line which, at the time of writing this report, is landward of the trail shown on map 3c.
- 3.3.7 Adjacent to route section numbers, HCS-3-S007, HCS-3-S009, HCS-3-S010, HCS-3-S013, HCS-3-S014, HCS-3-S016 HCS-3-S018, HCS-3-S019, HCS-3-S032, HCS-3-S038, HCS-3-S039 and HCS-3-S040 the landward boundary of the coastal margin is to coincide with the hedgerow which, at the time of writing this report, is landward of the trail shown on maps 3a, 3b, 3d and 3f

- 3.3.8 Adjacent to route section numbers, HCS-3-S008, HCS-3-S015 and HCS-3-S017 the landward boundary of the coastal margin is to coincide with the landward edge of the road which is shown as the trail on maps 3a, and 3b.
- 3.3.9 Adjacent to route section HCS-3-S023 the landward boundary of the coastal margin is to coincide with the road junction which is landward of the public highway shown as the trail on map 3c.
- 3.3.10 Adjacent to route section numbers, HCS-3-S026 and HCS-3-S027 the landward boundary of the coastal margin is to coincide with the tree line which, at the time of writing this report, is landward of the route shown as the trail on map 3d.
- 3.3.11 Adjacent to route section numbers, HCS-3-S011 and HCS-3-S033 the landward boundary of the coastal margin is to coincide with various features which, at the time of writing this report, are landward of the trail shown on map 3a and 3d.

Local restrictions and exclusions

3.3.12 Natural England proposes to exclude access relevant to this length of coast, as follows:

- Access to the land in the coastal margin covered by route sections HCS-3-S009 to HCS-3-S041 is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See maps E in the Overview for further details.

Refer to section 6b and part 10 of the Overview for further details.

- Access is to be excluded on this area of coastal margin adjacent to route section HCS-3-S024 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect overwintering and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map H in the Overview for further details.

Refer to section 6b and part 10 of the Overview for further details.

- Access at Pitts Deep is to be restricted between HCS-3-S024 to HCS-3-S027 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect overwintering and breeding birds. The restriction will require dogs to be on short leads on the route and coastal margin, but will have no legal effect on land where coastal access rights do not apply. See map I in the Overview for further details.

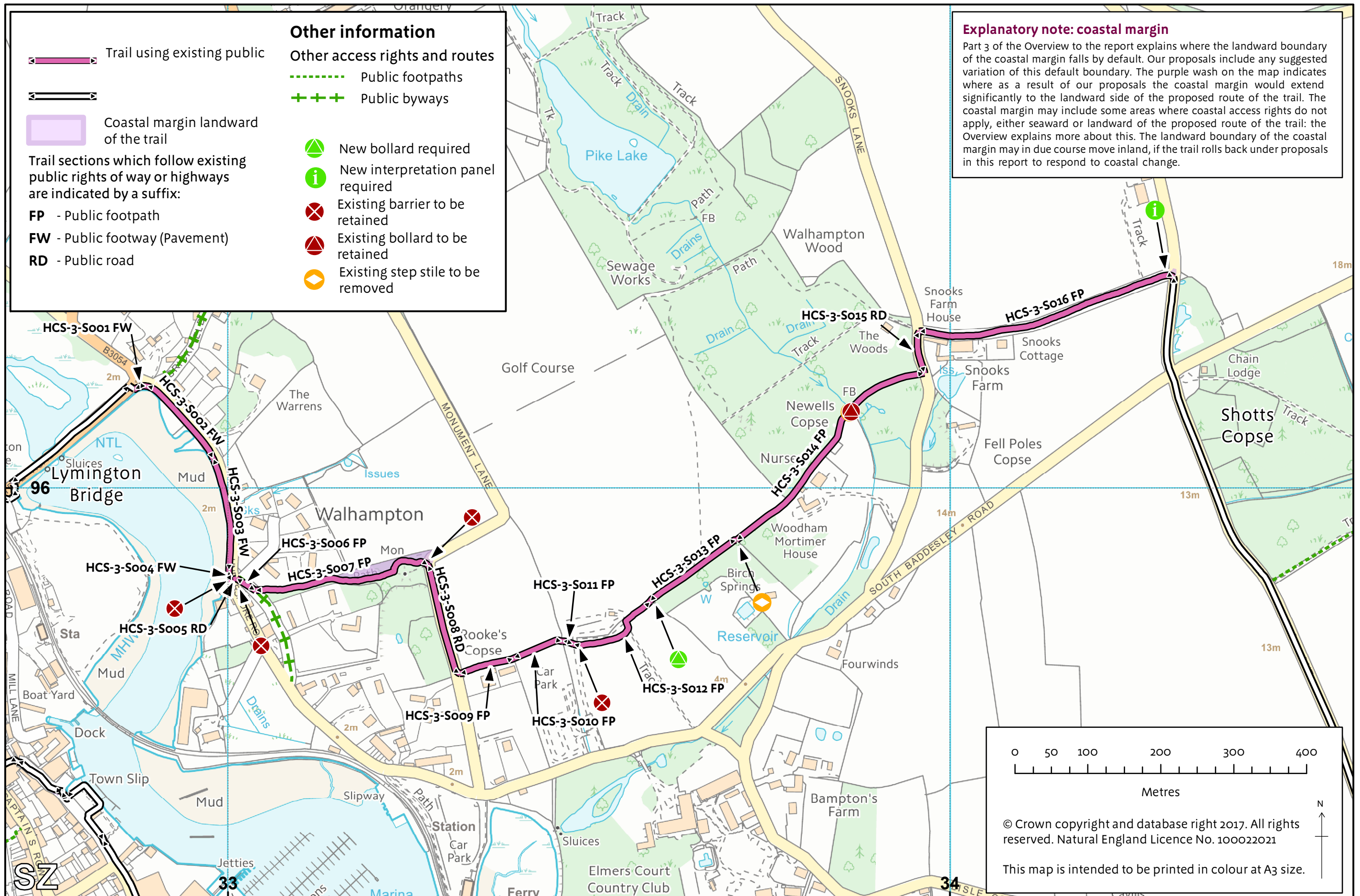
Refer to section 6b and part 10 of the Overview for further details.

- Access is to be excluded on this area of coastal margin adjacent to route sections HCS-3-S029 to HCS-3-S036 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect overwintering and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map J in the Overview for further details.

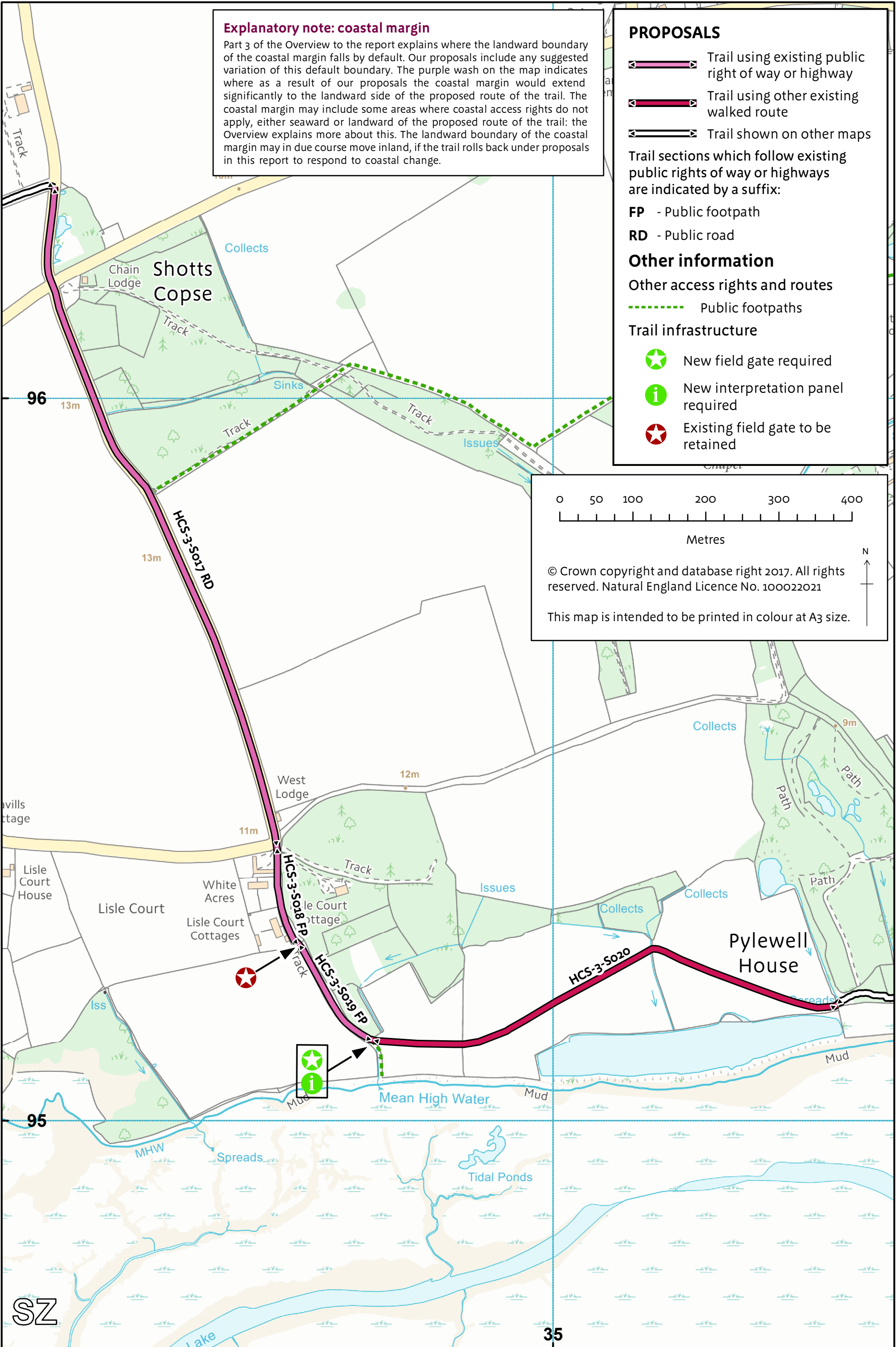
Refer to section 6b and part 10 of the Overview for further details.

Alternative routes

3.3.13 There are no proposals for alternative routes in relation to this length of coast.



Map 3a: Lymington Bridge to Shotts Copse



Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail shown on other maps

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- FP** - Public footpath
- RD** - Public road

Other information

Other access rights and routes

- Public footpaths

Trail infrastructure

- New field gate required
- New interpretation panel required
- Existing field gate to be retained

0 50 100 200 300 400
 Metres

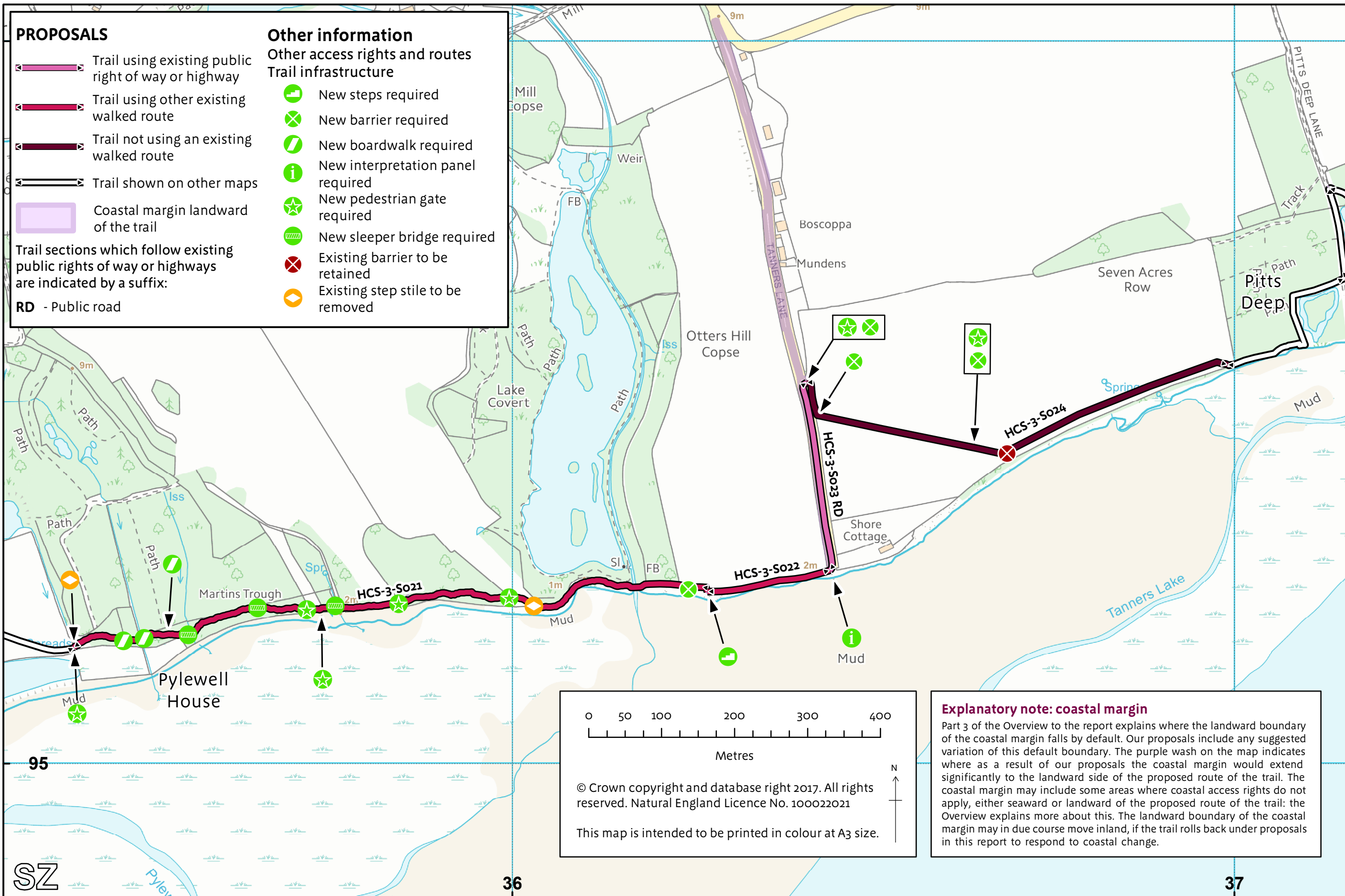
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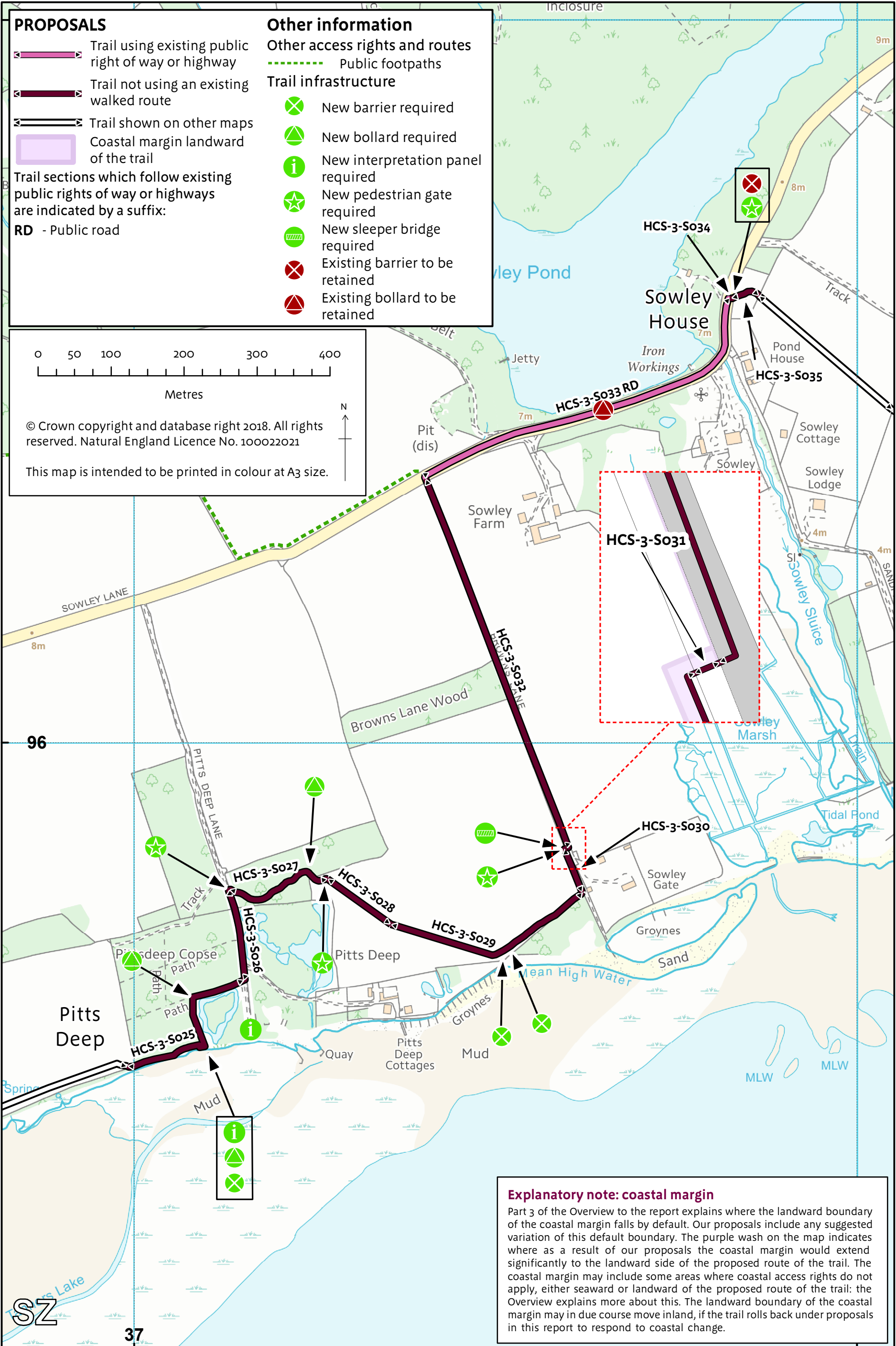
This map is intended to be printed in colour at A3 size.

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